

IN ORDER TO PROTECT THE PUBLIC, AND PROVIDE A LEVEL PLAYING FIELD, HB 5951 SHOULD INCLUDE:

- 1.) TNCs should have to provide proof that drivers are insured at all times, and that drivers' personal insurance companies have been notified, and that their insurer will cover them in the event that they provide commercial services.
- 2.) That they are subject to the same local regulations as taxis and limos. Having limos subject to local regulation can lead to a number of silly situations: licensing requirements, but not companies in town (this happened before with Saline and taxis); not being able to pick up kids who were dropped off at a prom; etc. It is unfair to repeal the Limo Act and have taxis and limos subject to local jurisdiction, but not TNCs.
- 3.) Post maximum rates and, optionally, any discounts off of maximum rates that are in effect.
- 4.) Charge no more for a return trip than the trip to the destination. Otherwise, customers may be taken advantage of.
- 5.) Cover drivers' malfeasance if they operate outside of agreements – as taxi and limo companies do. For instance, if their drivers take pick-ups or walk-ups despite them not being allowed to, or if they work more than the legal maximum number of hours, the company should still be liable. Clearly, State law notwithstanding, an Uber or Lyft driver who has that company's name on their car is holding themselves out as an Uber or Lyft driver. They should get no more of a break on this than taxi and limo companies do for independent owner operators.
- 6.) Include restrictions on how many hours their drivers can work daily – this is missing right now.
- 7.) Be held off until next term so that the bill can be thought out more fully.

In the meantime, Uber and Lyft drivers should be ticketed and their cars impounded as current laws allow. Companies who flout the law should not then have new laws written that legalize their previous lawless behavior.

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